

TAPS Trade Tankers Present and Future

States/British Columbia Oil Spill Task Force Prevention Project

Owner information and the date, if applicable, by which vessel must meet U.S. double hull design standards of 33 CFR 157.10D, were obtained from the U.S. Coast Guard Certificate of Inspection for each tanker. Accuracy of this information was verified by the three owner/operators listed below.

#	Tanker Name	Operator – top line Owner – bottom line	Date of Build or Scheduled Date of Build	Hull Configuration and Deadweight Tonnage	Conversion Date If Single-Hull or Double-Bottom	Retirement Date
1.	DENALI	Alaska Tanker Company, LLC Shipco 670, Inc.	1978	Double Bottom 124,999	No conversion planned	10/25/06
2.	KENAI	Alaska Tanker Company, LLC Shawmut Bank Connecticut NA	1979	Double Hull 123,113	N/A	N/A
3.	MARINE COLUMBIA (ex OMI COLUMBIA)	Alaska Tanker Company, LLC Argosy Ventures Ltd.	1974 Rebuilt 1983	Single Hull 124,999	No conversion planned	11/17/06
4.	OVERSEAS BOSTON	Alaska Tanker Company, LLC Cambridge Tankers Inc.	1974 Rebuilt 1981	Single Hull 123,692	No conversion planned	01/01/04
5.	OVERSEAS CHICAGO	Alaska Tanker Company, LLC First Shipmor Associates	1977	Double Bottom 92,091	No conversion planned	06/30/05
6.	OVERSEAS NEW YORK	Alaska Tanker Company, LLC Manufacturers Hanover Trust Co.	1977	Double Bottom 91,843	No conversion planned	12/08/05
7.	OVERSEAS WASHINGTON	Alaska Tanker Company, LLC 401 Equity Corporation	1978	Double Bottom 91,967	No conversion planned	03/01/06
8.	PRINCE WILLIAM SOUND	Alaska Tanker Company, LLC Shipco 667, Inc.	1975	Double Hull 122,941	N/A	N/A
9.	TONSINA	Alaska Tanker Company, LLC Fleet National Bank	1978	Double Hull 124,751	N/A	N/A
10.	ALASKAN FRONTIER ¹ Under construction	Alaska Tanker Company, LLC BP Oil Shipping Company, USA	2003	Double Hull 124,999	N/A	N/A
11.	ALASKAN EXPLORER Scheduled new-build	Alaska Tanker Company, LLC BP Oil Shipping Company, USA	2004	Double Hull 124,999	N/A	N/A
12.	ALASKAN ADVENTURE Scheduled new-build	Alaska Tanker Company, LLC BP Oil Shipping Company, USA	2005	Double Hull 124,999	N/A	N/A
13.	ALASKAN LEGEND	Alaska Tanker Company, LLC	2006	Double Hull	N/A	N/A

¹ BP Oil Shipping Company, USA, has the option to build two more BP Alaska Class tankers, in addition to the four scheduled new-builds listed in this table.

	Scheduled new-build	BP Oil Shipping Company, USA		124,999		
14.	POLAR ALASKA	Polar Tankers, Inc. Polar Tankers, Inc.	1979	Double Bottom 124,999	No conversion planned	12/04/07
15.	POLAR CALIFORNIA	Polar Tankers, Inc. Polar Tankers, Inc.	1980	Double Bottom 124,999	No conversion planned	07/15/08
16.	POLAR TEXAS	Polar Tankers, Inc. Polar Tankers, Inc.	1973 Rebuilt 1981	Double Bottom 91,393	No conversion planned	11/19/04
17.	POLAR TRADER	Polar Tankers, Inc. Attransco Inc.	1982	Double Bottom 50,860	No conversion planned	12/17/12
18.	POLAR ENDEAVOUR	Polar Tankers, Inc. Polar Tankers, Inc.	2001	Double Hull 124,999	N/A	N/A
19.	POLAR RESOLUTION	Polar Tankers, Inc. Polar Tankers, Inc.	2002	Double Hull 124,999	N/A	N/A
20.	POLAR DISCOVERY Under construction.	Polar Tankers, Inc. Polar Tankers, Inc.	2003	Double Hull 124,999	N/A	N/A
21.	POLAR ADVENTURE Option to build exercised.	Polar Tankers, Inc. Polar Tankers, Inc.	2004	Double Hull 124,999	N/A	N/A
22.	POLAR ENTERPRISE Option to build exercised	Polar Tankers, Inc. Polar Tankers, Inc.	2005	Double Hull 124,999	N/A	N/A
23.	SEARIVER AMERICAN PROGRESS (ex AMERICAN PROGRESS)	SeaRiver Maritime Inc. First Security Bank NA, Trustee	1997	Double Hull 46,095	N/A	N/A
24.	SEARIVER BAYTOWN	SeaRiver Maritime Inc. SeaRiver Maritime Inc.	1984	Double Bottom 58,686	No conversion planned	08/03/12
25.	SEARIVER BRISTOL BAY (ex HMI AMBROSE CHANNEL) Entered TAPS trade service February 2002.	SeaRiver Maritime Inc. Seabulk International Inc. (bareboat charter)	1999	Double Hull 45,671	N/A	N/A
26.	SEARIVER COLUMBIA BAY (ex B.T. ALASKA) <i>Scheduled to begin operating in TAPS Tarde March 2003</i>	SeaRiver Maritime Inc. SeaRiver Maritime Inc.	1978	Double Bottom 124,999	No conversion planned	03/14/06
27.	SEARIVER GALENA BAY (ex CHESAPEAKE TRADER)	SeaRiver Maritime Inc. Attransco Inc.	1982	Double Bottom 50,920	No conversion planned	01/15/12
28.	SEARIVER HINCHINBROOK (ex OVERSEAS OHIO)	SeaRiver Maritime Inc. SeaRiver Maritime Inc.	1977	Double Bottom 92,017	No conversion planned	10/01/05

29.	SEARIVER LONG BEACH	SeaRiver Maritime Inc. SeaRiver Maritime Inc.	1987	Single Hull 124,999	No conversion planned	01/01/10
30.	SEARIVER PUGET SOUND (ex POTOMAC TRADER)	SeaRiver Maritime Inc. Attransco Inc.	1983	Double Bottom 50,860	No conversion planned	05/10/13
31.	SEABULK ARCTIC (ex CAPE LOOKOUT SHOALS)	Seabulk International Inc. Seabulk International Inc.	1998	Double Hull 46,094	No conversion planned	N/A
32.	SEABULK PRIDE (ex NANTUCKET SHOALS)	Seabulk International Inc. Seabulk International Inc.	1998	Double Hull 46,094	No conversion planned	N/A

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Notes

1. None of the three companies owning/operating tankers participating in the Trans Alaska Pipeline System (TAPS) trade have plans to convert their double- bottom or single-hull tankers to double-hull tankers. Building a new double-hull tanker is less expensive than retrofitting a single-hull or double-bottom tanker and a new double-hull tanker will have a longer life than a converted tanker. As of December 2002, the average age of the 25 tankers participating in the TAPS trade is 18.4 years. Retirement dates for the single-hull and double-bottom tankers listed above, range from 2004 for the OVERSEAS BOSTON and POLAR TEXAS to 2013 for the double-bottom tanker SEARIVER PUGET SOUND. The retirement dates listed above are mandated under the Federal Oil Pollution Act of 1990 (OPA '90). Some companies retire their tonnage well before the OPA '90 date.
2. The steel used in a Millennium Class tanker is approximately 80 percent mild steel and 20 percent high tensile steel. The high tensile steel is only used in the superstructure, not in the hull. The hull is designed to last 30 years, operating in typical TAPS Trade sea states. The hull of a double-hull tanker is, in general, stiffer and stronger than the hull of a single-hull tanker. According to naval architects employed by Polar Tankers, the sea keeping ability of Millennium Class tanker will tend to be superior to that of most single-hull tankers, principally due to the advanced hull form featuring significantly more shape in the bow and stern. The parallel midbody (in which there is no curve) of the Millennium Class tanker is shorter as a percent of the total hull length than on most single-hull Very Large Crude Carriers (VLCCs). The cost to build a Millennium Class tanker, as of January 2002, is approximately USD 250 million.
3. In November 2001, the single-hull tanker CHEVRON MISSISSIPPI made its last trip in the TAPS trade, this marking the end of Chevron's (now ChevronTexaco) over 20 years of participation in the TAPS trade. Chevron/Texaco has no plans to replace the CHEVRON MISSISSIPPI with company-owned TAPS trade tonnage. The company has begun using other carriers, such as Polar Tankers, Inc. to deliver crude oil to Chevron/Texaco refineries.
4. In April 2002, Alaska Tanker Company (ATC) began building (cutting the steel for) the ALASKA FRONTIER, the first of four "super redundant" Alaska Class tankers. The company estimates the average cost for each tanker will be "in excess of USD 200 million."

5. SeaRiver Maritime, Inc. is currently evaluating its TAPS trade tonnage needs. SeaRiver, according to a senior manager, is moving towards somewhat smaller size crude carriers, such as 90,000 to 100,000 deadweight tons, versus 125,000 deadweight tons (the Puget Sound federal tonnage limit), which may not be as economically viable. The possibility of building new double-hull tonnage is under study.

6. Double Hull Requirement are specified in MARPOL 73/78, Annex I, 13 F and 13 G.

7. There are three types of single hull oil tankers:

Category 1: single hull tankers **without protective ballast tanks** around the cargo tanks. The implementation of double hull requirements will entail this category being phased out internationally between 2007 and 2012, or under OPA '90, between 2010 and 2015.

Category 2: single hull oil tankers whose **cargo tank area is partially protected by separate ballast tanks**. This category will only be phased out as a result of the international double hull requirements in 2026 (as opposed to 2010 and 2015, as indicated in the OPA '90).

Category 3: single hull oil tankers **below the MARPOL size limit** (20,000 DWT) and which are not therefore subject to the double hull requirements.

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